AMENDMENTS

In the Specification

Please replace the paragraphs on page 2 from lines 11 to 26 "FIG. 1 illustrates ... considered a crankcase. The engine includes a primary ... from the final drive output." with the following paragraphs which correct errors in the reference numbers:

FIG. 1 illustrates an engine 10, which may be an internal combustion engine or, for example, an electric motor. The engine includes a crankcase 12 which encloses one or more crankshafts ~~(not shown)~~ 13, 15 as well as a gearbox or transmission ~~(not shown)~~ 17. A cylinder block 14 is coupled to the crankcase, and a head 16 is coupled to the cylinder block. The engine is illustrated as an inline four-cylinder four-stroke engine, may be any suitable engine or motor configuration. In the case of an electric motor, the drive shaft may be considered a crankshaft, and the motor housing may be considered a crankcase.

The engine includes a primary or gearbox clutch ~~18~~ 20 which serves to selectively couple and decouple the crankshaft or other drive train component from the final drive output ~~20~~ 21 of the engine. In a conventional, transverse-crank motorcycle engine, the gearbox clutch is typically located on a side of the engine. The gearbox clutch typically includes a stack (not shown) of alternating drive plates and friction plates, in which the drive plates interlock with a clutch basket ~~22~~ 23 and the stack is kept under compression by a set of clutch basket springs (not shown). A cable or hydraulic actuator mechanism (not shown) relieves the spring compression, allowing the various plates in the stack to rotate and slip on one another, decoupling the crankshaft from the final drive output.

Please replace the paragraph on page 5 from lines 15 to 25 "The slipper clutch assembly ... and a washer 78." with the following paragraph which corrects an error in the reference numbers:

The slipper clutch assembly includes the clutch basket 36 with its gear 44. The clutch basket houses a stack 56 of interleaved drive plates 58 and friction plates 60. The stack is kept under pressure by the diaphragm spring 38, according to how tightly or how far an inner nut plate 62 and an outer nut plate 64 are tightened onto splines 66 at one end of the slipper clutch shaft ~~49~~ 48 by a tensioner bolt 68. The clutch basket rides in a bearing 42, and the bevel gear rides in a bearing 70. A sprag bearing 72 engages the inner surface of the clutch basket and the outer surface slipper clutch shaft, and provides positive engagement through the slipper clutch in the direction of torque transmitted from the gearbox (not shown) under acceleration, but freewheels in the opposite direction, or the direction in which torque is transmitted from the wheel and driven shaft under deceleration. The bevel gear is coupled to splines 74 at the other end of the slipper clutch shaft by a bolt 76 and a washer 78.

In the Drawings

Please replace Fig. 1 and Fig. 4 with those shown on the accompanying sheets labeled "Replacement Sheet".

Fig. 1 has been amended as follows: reference numbers 13, 15, 21, and 23 have been added, and the engine has been provided with a cutaway view providing visibility of the crankshafts etc. which have been clearly recited in the specification as originally filed.

Fig. 4 has been amended as follows: a second instance of reference number 48 has been changed to 49.

In the Claims

Please amend claim 16 and cancel claim 7 as indicated below. This listing of claims will replace all prior versions and listings of claims in the application.